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MODEL 6510-C General Motors Corporation

Year	Part Number	Vacuum Break Adjustment (in.)	Fast Idle Cam Adjustment (in.)	Unloader Adjustment (in.)	Fast Idle Adjustment (rpm)	Float Level Adjustment (in.)	Choke Setting
'81	14004768	.300	.130	.350	①	.500	Fixed
	14004769	.300	.130	.350	①	.500	Fixed
	14004770	.300	.130	.350	①	.500	Fixed
	14004771	.300	.130	.350	①	.500	Fixed
	14004777	.300	.130	.350	①	.500	Fixed
'82	14032364	.270	.080	.350	①	.500	Fixed
	14032365	.270	.080	.350	①	.500	Fixed
	14032366	.270	.080	.350	①	.500	Fixed
	14032367	.270	.080	.350	①	.500	Fixed
	14032368	.270	.080	.350	①	.500	Fixed
	14032369	.270	.080	.350	①	.500	Fixed
	14032370	.270	.080	.350	①	.500	Fixed
	14032371	.270	.080	.350	①	.500	Fixed
	14033392	.270	.080	.350	①	.500	Fixed
	14033393	.270	.080	.350	①	.500	Fixed
	14047072	.270	.080	.350	①	.500	Fixed
	14048827	.270	.080	.350	①	.500	Fixed
'83	14048828	.300	.080	.350	①	.500	Fixed
	14048829	.270	.080	.350	①	.500	Fixed
	14068690	.270	.080	.350	①	.500	Fixed
'84-'86	14068691	.270	.080	.350	①	.500	Fixed
	14068692	.300	.080	.350	①	.500	Fixed
	14076363	.300	.080	.350	①	.500	Fixed

① See underhood decal

ROCHESTER CARBURETORS

Angle Degree Tool

An angle degree tool is recommended by Rochester Products Division, for use to confirm adjustments to the choke valve and related linkages on their late model two and four barrel carburetors, in place of the plug type gauges. Decimal and degree conversion charts are provided for use by technicians who have access to an angle gauge and not plug gauges. It must be remembered that the relationship between the decimal and the angle readings are not exact, due to manufacturers tolerances.

To use the angle gauge, rotate the degree scale until zero (0) is opposite the pointer. With the choke valve completely closed, place the gauge magnet squarely on top of the choke valve and rotate the bubble until it is centered. Make the necessary adjustments to have the choke valve at the specified degree angle opening as read from the degree angle tool.

NOTE: The carburetor may be

off the engine for adjustments. Be sure the carburetor is held firmly during the use of the angle gauge.

Model Identification

General Motors Rochester carburetors are identified by their model number. The first number indicates the number of barrels, while one of the last letters indicates the type of choke used. These are V for the manifold mounted choke coil, C for the choke coil mounted on the carburetor, and E for electric choke, also mounted on the carburetor. Model numbers ending in A indicate an altitude-compensating carburetor.

Models 2SE and E2SE

The Rochester 2SE and E2SE Varajet II carburetors are two barrel, two stage downdraft units. Most carburetor components are aluminum, although a zinc choke housing is used on four cylinder engines installed in

1980 models. The E2SE is used both in conventional installations and in the Computer Controlled Catalytic Converter System. In that installation the E2SE is equipped with an electrically operated mixture control solenoid, controlled by the Electronic Control Module. The 2SE and E2SE are also used on the AMC four cylinder in 1980-83.

For further information on feedback carburetors, please refer to Chilton's Guide To Fuel Injection And Feedback Carburetors.

FLOAT ADJUSTMENT

1. Remove the air horn from the throttle body.

2. Use your fingers to hold the retainer in place, and to push the float down into light contact with the needle.

3. Measure the distance from the toe of the float (furthest from the hinge) to the top of the carburetor (gasket removed).

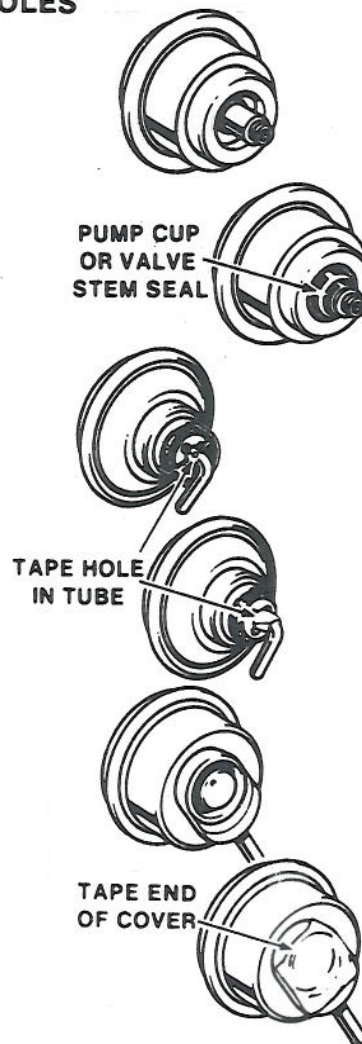


CARBURETORS

ANGLE DEGREE TO DECIMAL CONVERSION Model 4MV Carburetor

Angle Degrees	Decimal Equiv. Top of Valve	Angle Degrees	Decimal Equiv. Top of Valve
5	.019	33	.158
6	.022	34	.164
7	.026	35	.171
8	.030	36	.178
9	.034	37	.184
10	.038	38	.190
11	.042	39	.197
12	.047	40	.204
13	.051	41	.211
14	.056	42	.217
15	.060	43	.225
16	.065	44	.231
17	.070	45	.239
18	.075	46	.246
19	.080	47	.253
20	.085	48	.260
21	.090	49	.268
22	.095	50	.275
23	.101	51	.283
24	.106	52	.291
25	.112	53	.299
26	.117	54	.306
27	.123	55	.314
28	.128	56	.322
29	.134	57	.329
30	.140	58	.337
31	.146	59	.345
32	.152	60	.353

PLUGGING AIR BLEED HOLES



Vacuum break information—E2SE

4. To adjust, remove the float and gently bend the arm to specification. After adjustment, check the float alignment in the chamber.

NOTE: Some models have a float stabilizer spring. If used, remove the spring with float. Use care when removing.

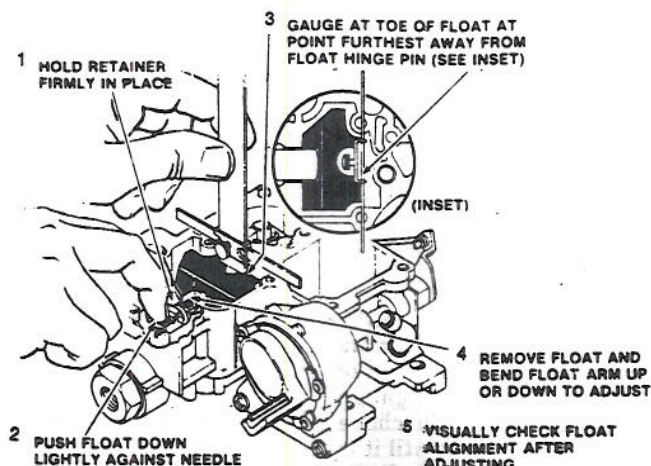
PUMP ADJUSTMENT

1. With the throttle closed and the fast idle screw off the steps of the fast idle cam, measure the distance from the air horn casting to the top of the pump stem.

2. To adjust, remove the retaining screw and washer and remove the pump lever. Bend the end of the lever to correct the stem height. Do not twist the lever or bend it sideways.

3. Install the lever, washer and screw and check the adjustment. When correct, open and close the

throttle a few times to check the linkage movement and alignment.



2SE, E2SE float adjustment

NOTE: No pump adjustment is required on 1981 and later models.



ANGLE DEGREE TO DECIMAL CONVERSION Model M2MC, M2ME and M4MC Carburetor

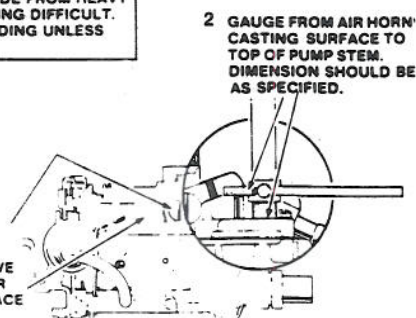
Angle Degrees	Decimal Equiv. Top of Valve	Angle Degrees	Decimal Equiv. Top of Valve
5	.023	33	.203
6	.028	34	.211
7	.033	35	.220
8	.038	36	.227
9	.043	37	.234
10	.049	38	.243
11	.054	39	.251
12	.060	40	.260
13	.066	41	.269
14	.071	42	.277
15	.077	43	.287
16	.083	44	.295
17	.090	45	.304
18	.096	46	.314
19	.103	47	.322
20	.110	48	.332
21	.117	49	.341
22	.123	50	.350
23	.129	51	.360
24	.136	52	.370
25	.142	53	.379
26	.149	54	.388
27	.157	55	.400
28	.164	56	.408
29	.171	57	.418
30	.179	58	.428
31	.187	59	.439
32	.195	60	.449

NOTE: ON MODELS USING A CLIP TO RETAIN PUMP ROD IN PUMP LEVER, NO PUMP ADJUSTMENT IS REQUIRED. ON MODELS USING THE "CLIPLESS" PUMP ROD, THE PUMP ADJUSTMENT SHOULD NOT BE CHANGED FROM ORIGINAL FACTORY SETTING UNLESS GAUGING SHOWS OUT OF SPECIFICATION. THE PUMP LEVER IS MADE FROM HEAVY DUTY, HARDENED STEEL MAKING BENDING DIFFICULT. DO NOT REMOVE PUMP LEVER FOR BENDING UNLESS ABSOLUTELY NECESSARY.

1
THROTTLE VALVES COMPLETELY CLOSED. MAKE SURE FAST IDLE SCREW IS OFF STEPS OF FAST IDLE CAM.

3
IF NECESSARY TO ADJUST, REMOVE PUMP LEVER RETAINING SCREW AND WASHER AND REMOVE PUMP LEVER BY ROTATING LEVER TO REMOVE FROM PUMP ROD. PLACE LEVER IN A VISE, PROTECTING LEVER FROM DAMAGE, AND BEND END OF LEVER (NEAREST NECKED DOWN SECTION).

NOTE: DO NOT BEND LEVER IN A SIDEWAYS OR TWISTING MOTION.



5 OPEN AND CLOSE THROTTLE VALVES CHECKING LINKAGE FOR FREEDOM OF MOVEMENT AND OBSERVING PUMP LEVER ALIGNMENT.

4 REINSTALL PUMP LEVER, WASHER AND RETAINING SCREW. RECHECK PUMP ADJUSTMENT ① AND ②. TIGHTEN RETAINING SCREW SECURELY AFTER THE PUMP ADJUSTMENT IS CORRECT.

2SE, E2SE pump adjustment

FAST IDLE ADJUSTMENT

1. Set the ignition timing and curb idle speed, and disconnect and plug hoses as directed on the emission control decal.

2. Place the fast idle screw on the highest step of the cam.

3. Start the engine and adjust the engine speed to specification with the fast idle screw.

NOTE: On models using a clip to retain pump rod in pump lever, no pump adjustment is required. On models using the "CLIPLESS" pump rod, the pump rod adjustment should not be changed from the original factory setting unless gauging shows out of specification. The pump lever is made from heavy duty, hardened steel making bending difficult. Do not remove pump lever for bending unless absolutely necessary.

CHOKE COIL LEVER ADJUSTMENT

1. Remove the three retaining screws and remove the choke cover and coil. On models with a riveted choke cover, drill out the three rivets and remove the cover and choke coil.

NOTE: A choke stat cover retainer kit is required for reassembly.

2. Place the fast idle screw on the high step of the cam.

3. Close the choke by pushing in on the intermediate choke lever. On front wheel drive models, the intermediate choke lever is behind the choke vacuum diaphragm.

4. Insert a drill or gauge of the specified size into the hole in the choke housing. The choke lever in the housing should be up against the side of the gauge.

5. If the lever does not just touch the gauge, bend the intermediate choke rod to adjust.

FAST IDLE CAM (CHOKE ROD) ADJUSTMENT

1980-82 Models

NOTE: A special angle gauge should be used.

1. Adjust the choke coil lever and fast idle first.

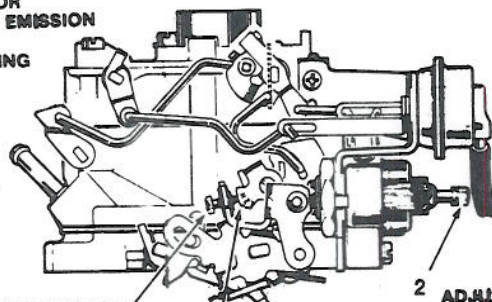
2. Rotate the degree scale until it is zeroed.

3. Close the choke and install the



CARBURETORS

- 1 PREPARE VEHICLE FOR ADJUSTMENTS - SEE EMISSION LABEL ON VEHICLE.
NOTE: IGNITION TIMING SET PER LABEL.



- 4 TURN FAST IDLE SCREW IN OR OUT TO OBTAIN SPECIFIED FAST IDLE R.P.M. - (SEE LABEL)

- 3 PLACE FAST IDLE SCREW ON HIGHEST STEP OF FAST IDLE CAM

- 2 ADJUST CURB IDLE SPEED IF REQUIRED

2SE, E2SE fast idle adjustment

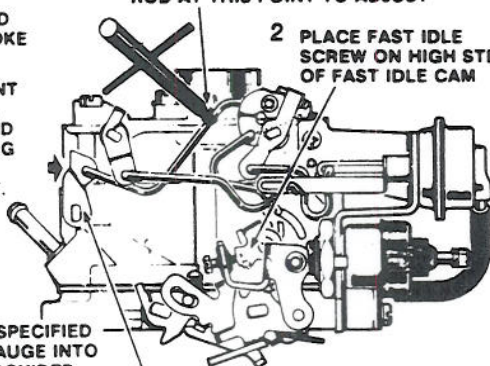
- 1 LOOSEN THREE RETAINING SCREWS AND REMOVE THERMOSTATIC COVER AND COIL ASSEMBLY FROM CHOKE HOUSING (SEE NOTE)

NOTE: IF TAMPER-RESISTANT CHOKE (RIVETED) IS USED, REMOVE CHOKE COVER AND COIL ASSEMBLY FOLLOWING INSTRUCTIONS IN CHOKE STAT COVER RETAINER KIT.



- 5 EDGE OF LEVER SHOULD JUST CONTACT SIDE OF PLUG GAUGE AS SHOWN

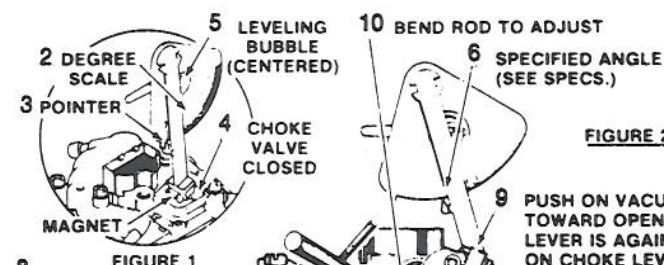
- 6 BEND INTERMEDIATE CHOKE ROD AT THIS POINT TO ADJUST



- 2 PLACE FAST IDLE SCREW ON HIGH STEP OF FAST IDLE CAM

- 3 PUSH ON INTERMEDIATE CHOKE LEVER UNTIL CHOKE VALVE IS CLOSED

2SE, E2SE choke coil lever adjustment



- 8 CLOSE CHOKE BY PUSHING ON INTERMEDIATE CHOKE LEVER

- 7 PLACE FAST IDLE SCREW ON SECOND STEP OF CAM AGAINST RISE OF HIGH STEP

- 11 REMOVE GAUGE

FIGURE 2

- 9 PUSH ON VACUUM BREAK LEVER TOWARD OPEN CHOKE UNTIL LEVER IS AGAINST REAR TANG ON CHOKE LEVER.

FAST IDLE CAM

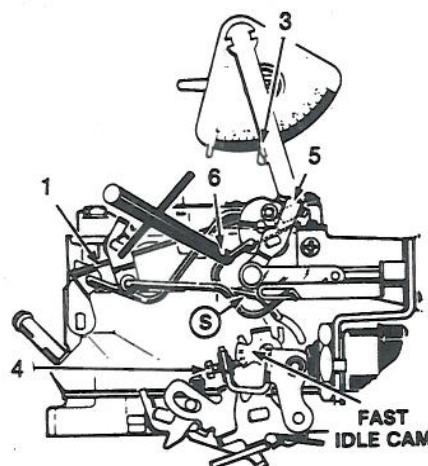
2SE, E2SE fast idle cam adjustment—models through 1982

degree scale onto the choke plate. Center the leveling bubble.

4. Rotate the scale so that the specified degree is opposite the scale pointer.

5. Place the fast idle screw on the second step of the cam (against the high step). Close the choke by pushing in the intermediate lever.

6. Push on the vacuum break lever



- 1 ATTACH RUBBER BAND TO INTERMEDIATE CHOKE LEVER.

- 2 OPEN THROTTLE TO ALLOW CHOKE VALVE TO CLOSE.

- 3 SET UP ANGLE GAGE AND SET ANGLE TO SPECIFICATIONS.

- 4 PLACE FAST IDLE SCREW ON SECOND STEP OF CAM AGAINST RISE OF HIGH STEP.

- 5 PUSH ON CHOKE SHAFT LEVER TO OPEN CHOKE VALVE AND TO MAKE CONTACT WITH BLACK CLOSING TANG.

- 6 SUPPORT AT "S" AND ADJUST BY BENDING FAST IDLE CAM ROD UNTIL BUBBLE IS CENTERED.

E2SE fast idle cam (choke rod) adjustment—1983 and later

in the direction of opening choke until the lever is against the rear tang on the choke lever.

7. Bend the fast idle cam rod at the U to adjust angle to specifications.

1983-84 Models

Refer to the illustration for adjustment procedure on these models.

AIR VALVE ROD ADJUSTMENT

1980 Models

1. Seat the vacuum diaphragm with an outside vacuum source. Tape over the purge bleed hole if present.

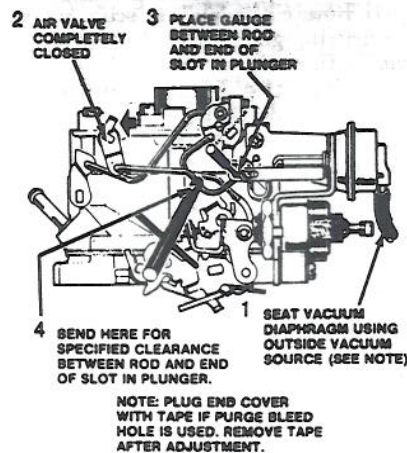
2. Close the air valve.

3. Insert the specified gauge between the rod and the end of the slot in the plunger on fours, or between the rod and the end of the slot in the air valve on V6s.

4. Bend the rod to adjust the clearance.

1981-82 Models

1. Align the zero degree mark with the pointer on an angle gauge.



2SE and E2SE air valve rod adjustment—1980 G.M. models, 1980–82 American Motors

2. Close the air valve and place a magnet on top of it.
3. Rotate the bubble until it is centered.
4. Rotate the degree scale until the specified degree mark is aligned with the pointer.
5. Seat the vacuum diaphragm using an external vacuum source.
6. On four cylinder models plug the end cover. Unplug after adjustment.
7. Apply light pressure to the air valve shaft in the direction to open the air valve until all the slack is removed between the air link and plunger slot. 8. Bend the air valve link until the bubble is centered.

1983–84 Models

Refer to the illustration for the adjustment procedure on these models.

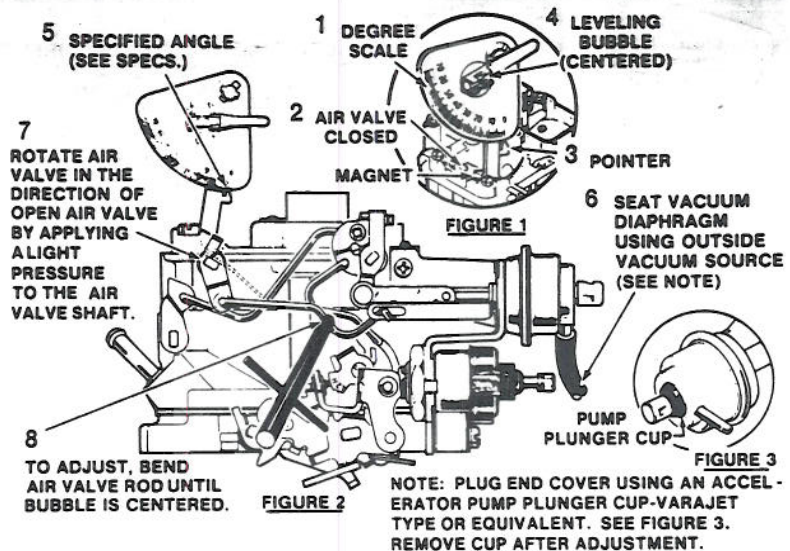
PRIMARY SIDE VACUUM BREAK ADJUSTMENT

1980 GM Models and 1980–83 AMC Models

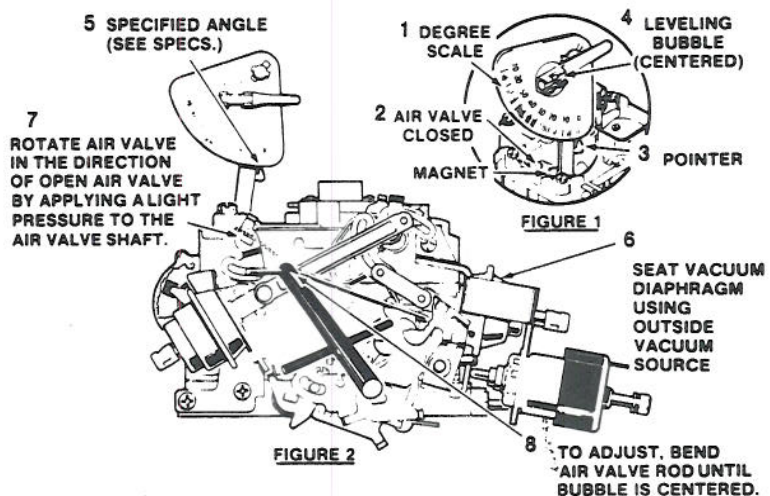
1. Follow Steps 1–4 of the "Fast Idle Cam Adjustment" procedure.
2. Seat the choke vacuum diaphragm with an outside vacuum source.
3. Push in on the intermediate choke lever to close the choke valve, and hold closed during adjustment.
4. Adjust by bending the vacuum break rod until the bubble is centered.

1981–82 GM Models

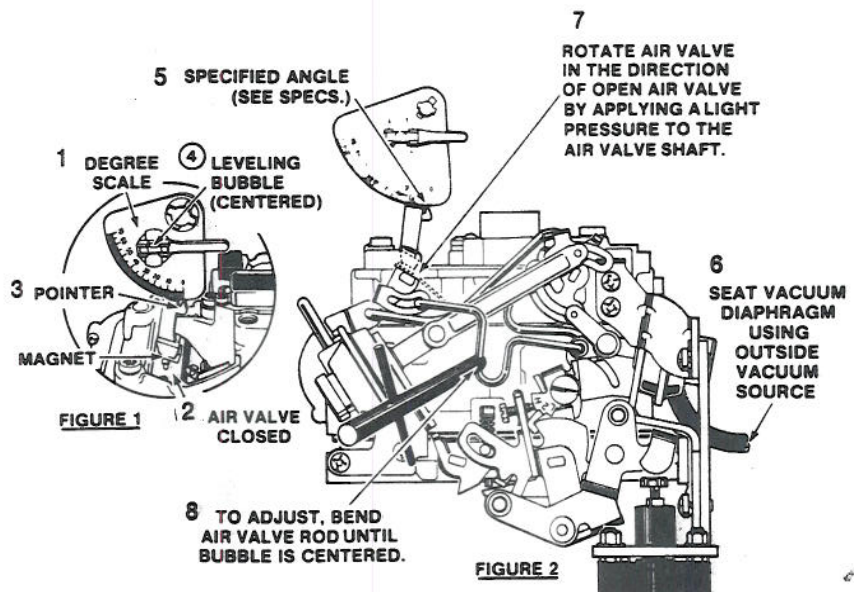
NOTE: Prior to adjustment, remove the vacuum break from the carburetor. Place the bracket in a vise and using the proper safety precautions, grind off the adjustment screw cap then reinstall the vacuum break.



E2SE air valve adjustment—1981–82 4 cyl. except G.M. "J" series



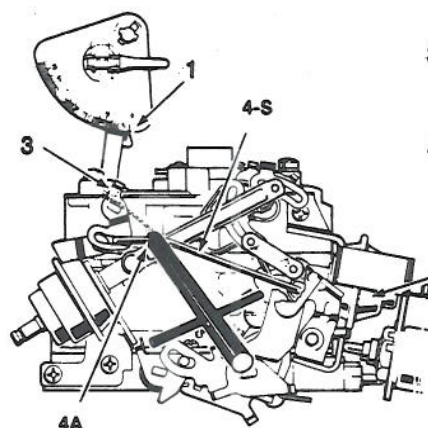
E2SE air valve adjustment—1981–82 V6 engine



E2SE air valve adjustment—1982 G.M. J series

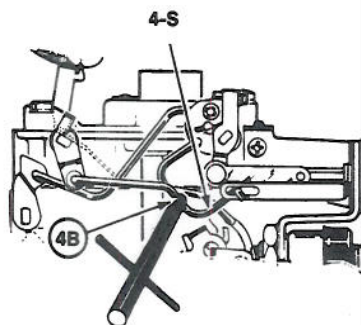


CARBURETORS

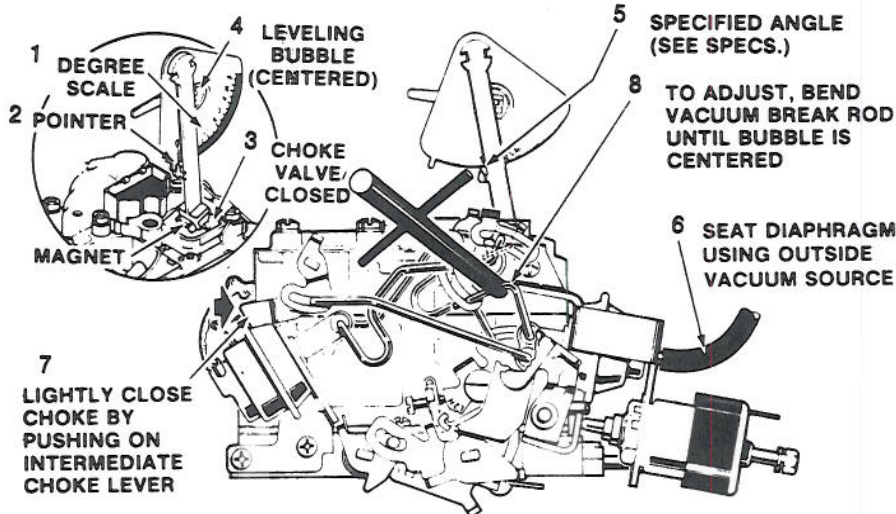


- 1 SET UP ANGLE GAGE ON AIR VALVE AND SET ANGLE TO SPECIFICATIONS.
- 2 USE VACUUM SOURCE, AT LEAST 18" HG., TO SEAT VACUUM BREAK PLUNGER.

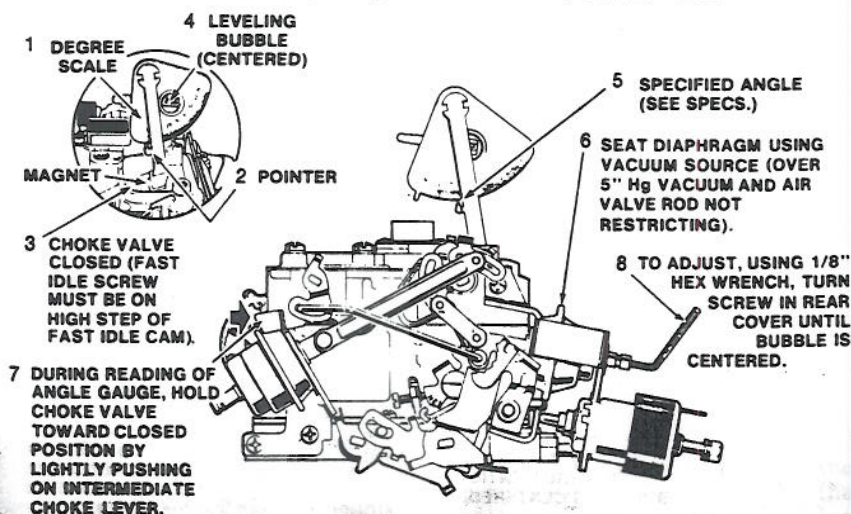
- 3 ROTATE AIR VALVE IN THE DIRECTION OF OPEN AIR VALVE BY APPLYING LIGHT PRESSURE TO AIR VALVE LEVER.
- 4 TO ADJUST, SUPPORT AT "4-S" AND BEND AIR VALVE ROD ("A" OR "B") UNTIL BUBBLE IS CENTERED.



E2SE air valve rod adjustment—1983 and later



V6 2SE and E2SE primary vacuum break adjustment—1980



E2SE primary vacuum break adjustment—1981-82 G.M. "A" and "X" series with V6 engine

1. Rotate the degree scale on the measuring gauge until the zero is opposite the pointer.

2. Seat the choke vacuum diaphragm by applying an external vacuum source of over 5 in. Hg vacuum to the vacuum brake.

NOTE: If the air valve rod is restricting the vacuum diaphragm from seating it may be necessary to bend the air valve rod slightly to gain clearance. Make an air valve rod adjustment after the vacuum break adjustment.

3. Read the angle gauge while lightly pushing on the intermediate choke lever so that the choke valve is toward the close position.

4. Use a $\frac{1}{8}$ in. hex wrench and turn the screw in the rear cover until the bubble is centered. Apply a silicone sealant over the screw head to seal the setting.

1983-84 GM Models

Refer to the illustration for the adjustment procedure on these models.

ELECTRIC CHOKE SETTING

This procedure is only for those carburetors with choke covers retained by screws. Riveted choke covers are preset and nonadjustable.

1. Loosen the three retaining screws.

2. Place the fast idle screw on the high step of the cam.

3. Rotate the choke cover to align the cover mark with the specified housing mark.

NOTE: The specification "index" which appears in the specification table refers to the mark between "1 notch lean" and "1 notch rich".

SECONDARY VACUUM BREAK ADJUSTMENT

1980 Models

This procedure is for V6 installations in front wheel drive models only.

1. Follow Steps 1-4 of the "Fast Idle Cam Adjustment" procedure.

2. Seat the choke vacuum diaphragm with an outside vacuum source.

3. Push in on the intermediate choke lever to close the choke valve, and hold closed during adjustment. Make sure the plunger spring is compressed and seated, if present.

4. Bend the vacuum break rod at the U next to the diaphragm until the bubble is centered.

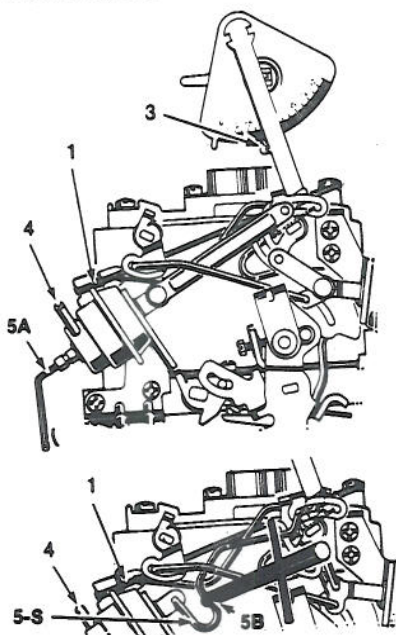


NOTE: Prior to adjustment, remove the vacuum break from the carburetor. Place the bracket in the vise and using the proper safety precautions, grind off the adjustment screw cap then reinstall the vacuum break.

1981-82 GM Models

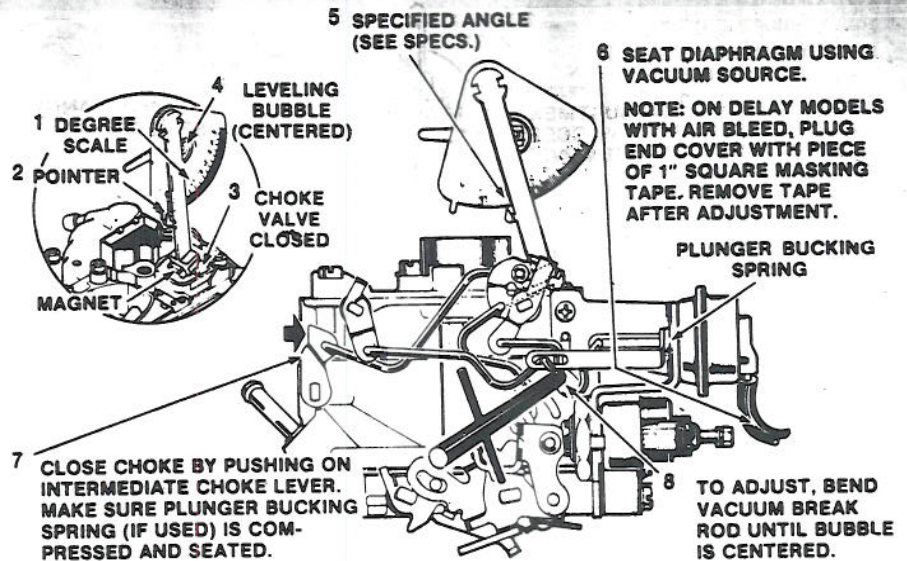
NOTE: Plug the end cover using an accelerator pump plunger cup or equivalent. Remove the cup after the adjustment (A and X series only).

1. Rotate the degree scale on the measuring gauge until the zero is opposite the pointer.

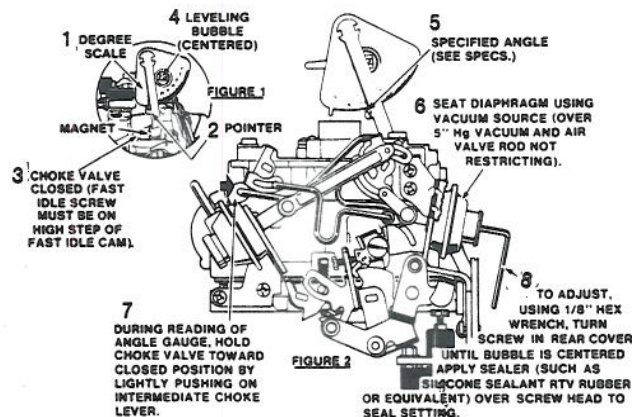


- 1 ATTACH RUBBER BAND TO INTERMEDIATE CHOKE LEVER.
- 2 OPEN THROTTLE TO ALLOW CHOKE VALVE TO CLOSE.
- 3 SET UP ANGLE GAGE AND SET ANGLE TO SPECIFICATION.
- 4 RETRACT VACUUM BREAK PLUNGER USING VACUUM SOURCE, AT LEAST 18" HG. PLUG AIR BLEED HOLES WHERE APPLICABLE.
WHERE APPLICABLE, PLUNGER STEM MUST BE EXTENDED FULLY TO COMPRESS PLUNGER BUCKING SPRING.
- 5 TO CENTER BUBBLE, EITHER:
A. ADJUST WITH 1/8" (3.175 mm) HEX WRENCH (VACUUM STILL APPLIED)
-OR-
B. SUPPORT AT "5-S", BEND WIRE-FORM VACUUM BREAK ROD (VACUUM STILL APPLIED)

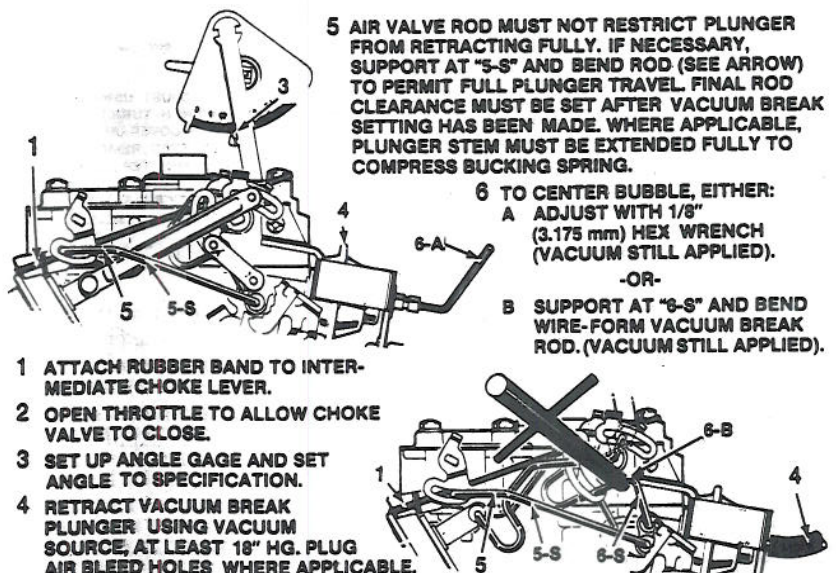
E2SE secondary vacuum break adjustment—1983 and later



2SE, E2SE primary vacuum break adjustment—1980 G.M. and 1980-83 American Motors with 4 cyl. engines



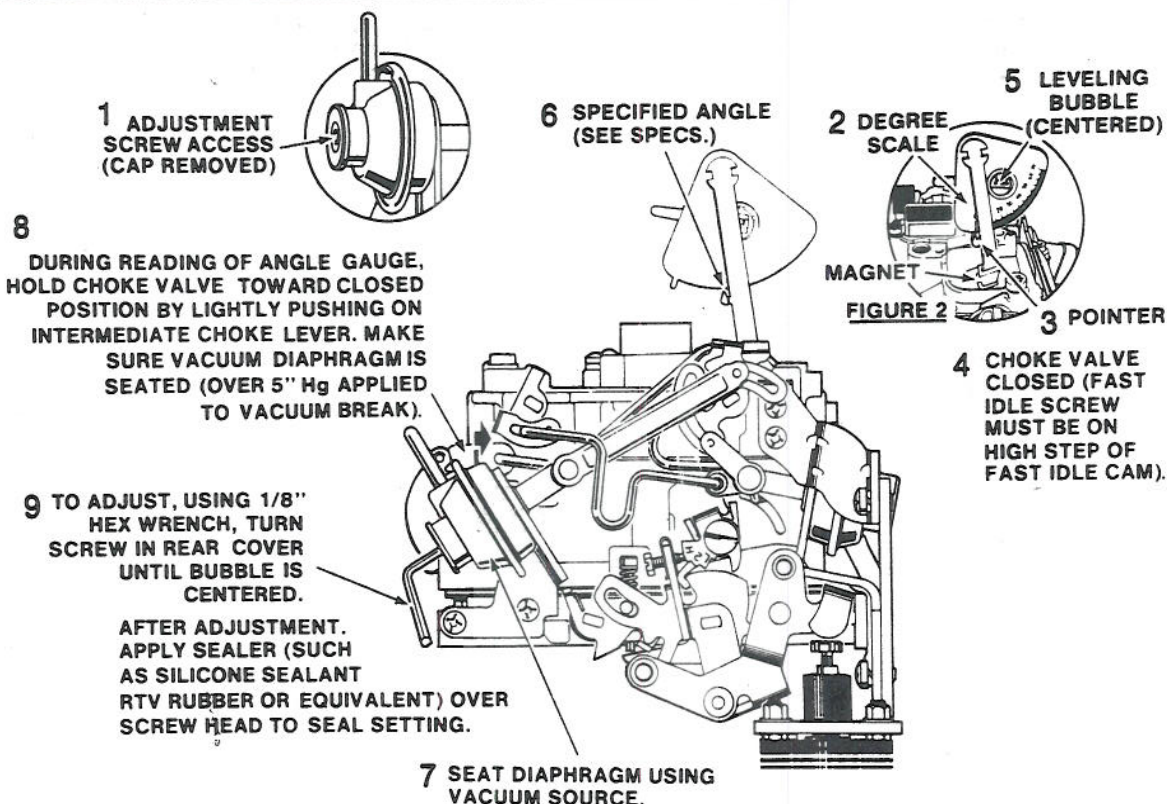
E2SE primary vacuum break adjustment—4 cyl.—1982 G.M. J series



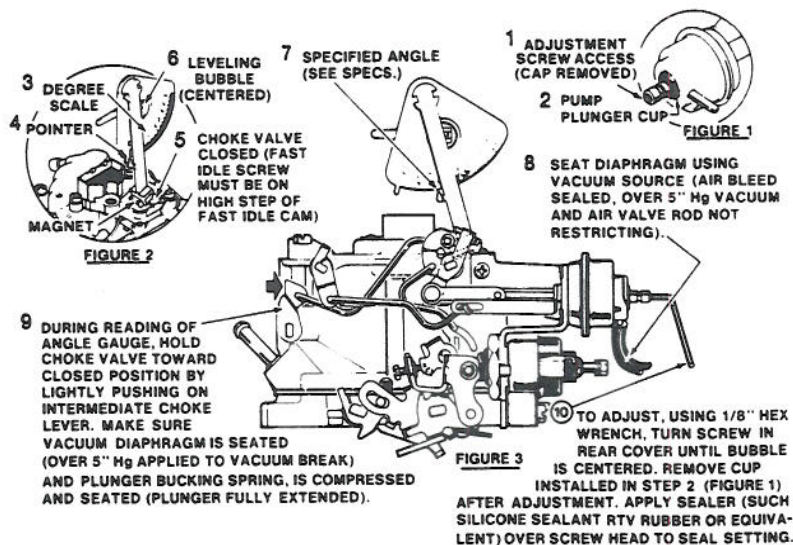
E2SE primary vacuum break adjustment—1983 and later



CARBURETORS



E2SE secondary vacuum break adjustment—1982 G.M. J series



E2SE primary vacuum break adjustment—1981-82 G.M. "A" and "X" series with 4 cyl engine

2. Seat the choke vacuum diaphragm by applying an external vacuum source of over 5 in. vacuum to the vacuum break.

NOTE: If the air valve rod is restricting the vacuum diaphragm from seating it may be necessary to bend the air valve rod slightly to gain clearance. Make an air valve rod adjustment after the vacuum break adjustment.

3. Read the angle gauge while

lightly pushing on the intermediate choke lever so that the choke valve is toward the close position.

4. Use a $\frac{1}{8}$ in. hex wrench and turn the screw in the rear cover until the bubble is centered. Apply a silicone sealant over the screw head to seal the setting.

1983-84 GM Models

Refer to the illustration for the adjustment procedure on these models.

CHOKE UNLOADER ADJUSTMENT

Through 1982

1. Follow Steps 1-4 of the "Fast Idle Cam Adjustment" procedure.

2. Install the choke cover and coil, if removed, aligning the marks on the housing and cover as specified.

3. Hold the primary throttle wide open.

4. If the engine is warm, close the choke valve by pushing in on the intermediate choke lever.

5. Bend the unloader tang until the bubble is centered.

1983-84 Models

Refer to the illustration for the adjustment procedure on these models.

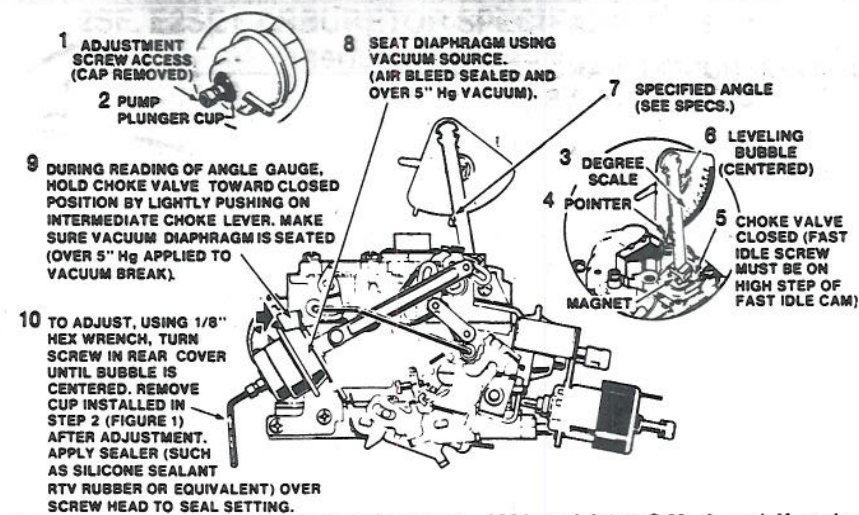
SECONDARY LOCKOUT ADJUSTMENT

1. Pull the choke wide open by pushing out on the intermediate choke lever.

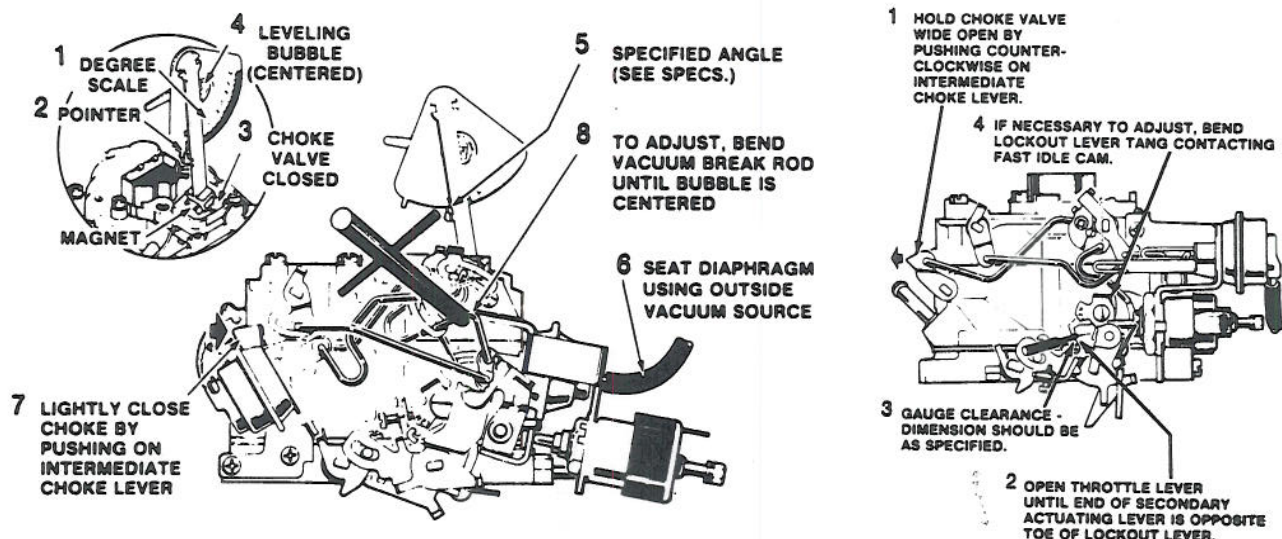
2. Open the throttle until the end of the secondary actuating lever is opposite the toe of the lockout lever.

3. Gauge clearance between the lockout lever and secondary lever should be as specified.

4. To adjust, bend the lockout lever where it contacts the fast idle cam.

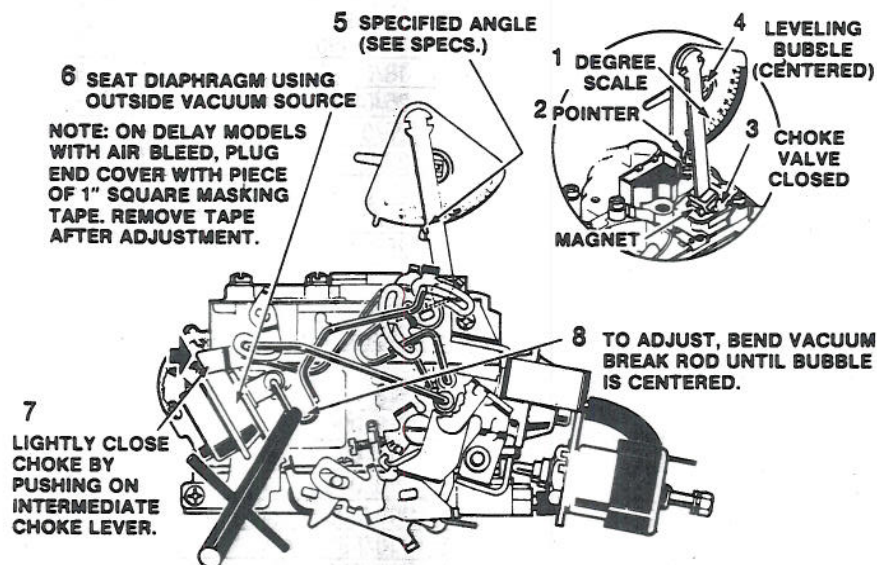


E2SE secondary vacuum break adjustment—1981 and later G.M. A and X series



E2SE secondary vacuum break adjustment—1980 models

2SE and E2SE secondary lockout adjustment—typical

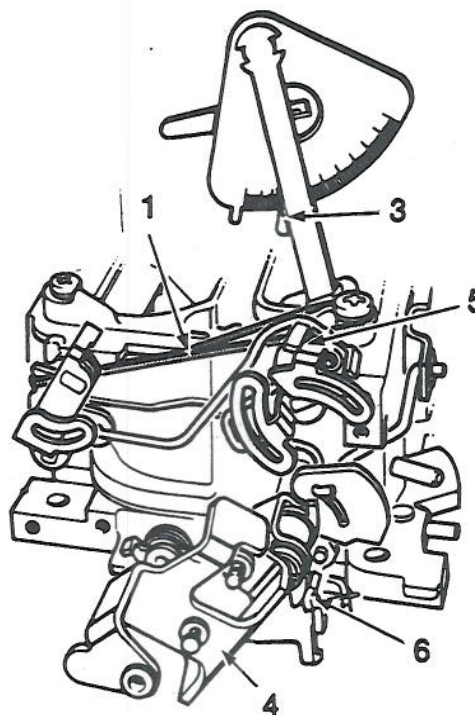


E2SE choke unloader adjustment—typical



CARBURETORS

- 1 ATTACH RUBBER BAND TO INTER-MEDIATE CHOKE LEVER.
- 2 OPEN THROTTLE TO ALLOW CHOKE VALVE TO CLOSE.
- 3 SET UP ANGLE GAGE AND SET ANGLE TO SPECIFICATIONS.
- 4 HOLD THROTTLE LEVER IN WIDE OPEN POSITION.
- 5 PUSH ON CHOKE SHAFT LEVER TO OPEN CHOKE VALVE AND TO MAKE CONTACT WITH BLACK CLOSING TANG.
- 6 ADJUST BY BENDING TANG UNTIL BUBBLE IS CENTERED.



E2SE choke unloader adjustment—1983 and later

2SE, E2SE CARBURETOR SPECIFICATIONS American Motors

Year	Carburetor Identification	Float Level (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
'80	17080681	3/16	17/32	2400	.142	18/0.096	.018	20/110	Fixed	32/195	N.A.
	17080683	3/16	1/2	2400	.142	18/0.096	.018	20/110	Fixed	32/195	N.A.
	17080686	3/16	1/2	2600	.142	18/0.096	.018	20/110	Fixed	32/195	N.A.
	17080688	3/16	1/2	2600	.142	18/0.096	.018	20/110	Fixed	32/195	N.A.
'81	17081790	0.256	0.128	2600	0.085	25/0.142	.011	19/103	Fixed	32/195	0.065
	17081791	0.256	0.128	2400	0.085	25/0.142	.011	19/103	Fixed	32/195	0.065
	17081792	0.256	0.128	2400	0.085	25/0.142	.011	19/103	Fixed	32/195	0.065
	17081794	0.256	0.128	2600	0.085	25/0.142	.011	19/103	Fixed	32/195	0.065
	17081795	0.256	0.128	2600	0.085	25/0.142	.011	19/103	Fixed	32/195	0.065
	17081796	0.208	0.128	2400	0.065	25/0.142	.011	19/103	Fixed	32/195	0.065
	17081797	0.208	0.128	2600	0.085	25/0.142	.011	19/103	Fixed	32/195	0.085
	17081793	0.256	0.128	2400	0.085	25/0.142	.011	19/103	Fixed	32/195	0.065
'82	17082385	0.256	0.128	2400	0.085	18/096	2 ⊕	21/117	Fixed	34/211	0.065
	17082383	0.256	0.128	2400	0.085	18/096	2 ⊕	21/117	Fixed	34/211	0.065
	17082380	0.216	0.128	2400	0.085	18/096	2 ⊕	21/117	Fixed	34/211	0.065
	17082386	0.125	0.128	2400	0.065	18/096	2 ⊕	19/103	Fixed	34/211	0.065
	17082387	0.125	0.128	2600	0.085	18/096	2 ⊕	19/103	Fixed	34/211	0.065
	17082388	0.125	0.128	2500	0.085	18/096	2 ⊕	19/103	Fixed	34/211	0.065
	17082389	0.125	0.128	2500	0.085	18/096	2 ⊕	19/103	Fixed	34/211	0.065
'83-'84	1982380	0.216 ⊕	0.128	2500 ⊕	0.085	18/096	2 ⊕	21/117	Fixed	34/211	0.065
	1983384	0.138	0.128	2700	0.085	18/096	2 ⊕	19/103	Fixed	34/211	0.065
	1983385	0.138	0.128	2700	0.085	18/096	⊕ ⊕	19/103	Fixed	34/211	0.065



2SE, E2SE CARBURETOR SPECIFICATIONS American Motors

Year	Carburetor Identification	Float Level (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
'85-'86	17085006	4/32	0.128	④	0.085	22/123	1 ①	21/117	Fixed	40/260	0.025
	17085380	5/32	0.128	④	0.085	22/123	1 ①	26/149	Fixed	40/260	0.025
	17085381	5/32	0.128	④	0.085	22/123	1 ①	26/149	Fixed	40/260	0.025
	17085382	5/32	0.128	④	0.085	22/123	1 ①	26/149	Fixed	40/260	0.025
	17085383	5/32	0.128	④	0.085	22/123	1 ①	26/149	Fixed	40/260	0.025
	17085385	5/32	0.128	④	0.085	22/123	1 ①	26/149	Fixed	40/260	0.025
	17085388	4/32	0.128	④	0.085	22/123	1 ①	21/117	Fixed	30/179	0.025
	17086081	4/32	0.128	④	0.085	22/123	1 ①	25/142	Fixed	30/179	0.025

N.A.: Not Available

① Degrees—see procedure

② Auto. trans.—138

③ Auto. trans.—2700

④ See underhood decal

2SE, E2SE CARBURETOR SPECIFICATIONS General Motors—U.S.A.

Year	Carburetor Identification	Float Lever (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Secondary Vacuum Break (deg./in.)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
'80	17059614	3/16	1/2	2600	.085	18/096	.025	17/090	Fixed	—	36/227	.120
	17059615	3/16	5/32	2600	.085	18/096	.025	19/103	Fixed	—	36/227	.120
	17059616	3/16	1/2	2600	.085	18/096	.025	17/090	Fixed	—	36/227	.120
	17059617	3/16	5/32	2600	.085	18/096	.025	19/103	Fixed	—	36/227	.120
	17059618	3/16	1/2	2600	.085	18/096	.025	17/090	Fixed	—	36/227	.120
	17059619	3/16	5/32	2600	.085	18/096	.025	19/103	Fixed	—	36/227	.120
	17059620	3/16	1/2	2600	.085	18/096	.025	17/090	Fixed	—	36/227	.120
	17059621	3/16	5/32	2600	.085	18/096	.025	19/103	Fixed	—	36/227	.120
	17059650	3/16	3/32	2600	.085	27/157	.025	30/179	Fixed	38/243	30/179	.120
	17059651	3/16	3/32	1900	.085	27/157	.025	22/123	Fixed	23/120	30/179	.120
	17059652	3/16	3/32	2000	.085	27/157	.025	30/179	Fixed	38/243	30/179	.120
	17059653	3/16	3/32	1900	.085	27/157	.025	22/123	Fixed	23/120	30/179	.120
	17059714	11/16	5/32	2600	.085	18/096	.025	23/129	Fixed	—	32/195	.120
	17059715	11/16	3/32	2200	.085	18/096	.025	25/142	Fixed	—	32/195	.120
	17059716	11/16	5/32	2600	.085	18/096	.025	23/129	Fixed	—	32/195	.120
	17059717	11/16	3/32	2200	.085	18/096	.025	25/142	Fixed	—	32/195	.120
	17059760	1/8	5/64	2000	.085	17.5/093	.025	20/110	Fixed	33/203	35/220	.120
	17059762	1/8	5/64	2000	.085	17.5/093	.025	20/110	Fixed	33/203	35/220	.120
	17059763	1/8	5/64	2000	.085	17.5/093	.025	20/110	Fixed	33/203	35/220	.120
	17059774	5/32	1/2	①	.085	18/0.096	.018	19/103	Fixed	—	32/195	.012
	17059775	5/32	17/32	①	.085	18/0.096	.018	21/117	Fixed	—	32/195	.012
	17059776	5/32	1/2	①	.085	18/0.096	.018	19/103	Fixed	—	32/195	.012
	17059777	5/32	17/32	①	.085	18/0.096	.018	21/117	Fixed	—	32/195	.012
	17080674	3/16	1/2	①	.085	18/0.096	.018	19/103	Fixed	—	32/195	.012
	17080675	3/16	1/2	①	.085	18/0.096	.018	21/117	Fixed	—	32/195	.012
	17080676	3/16	1/2	①	.085	18/0.096	.018	19/103	Fixed	—	32/195	.012
	17080677	3/16	1/2	①	.085	18/0.096	.018	21/117	Fixed	—	32/195	.012
	17081650	1/4	Fixed	2600	.085	17/090	1 ②	25/142	Fixed	34/211	35/220	.012
	17081651	1/4	Fixed	2400	.085	17/090	1 ②	29/171	Fixed	35/220	35/220	.012
	17081652	1/4	Fixed	2600	.085	17/090	1 ②	25/142	Fixed	34/211	35/220	.012
	17081653	1/4	Fixed	2600	.085	17/090	1 ②	29/171	Fixed	35/220	35/220	.012
	17081670	5/32	Fixed	2600	.085	18/096	1 ②	19/103	Fixed	—	32/195	.012
	17081671	5/32	Fixed	2600	.085	33.5/207	1 ②	21/117	Fixed	—	32/195	.012



CARBURETORS

2SE, E2SE CARBURETOR SPECIFICATIONS

General Motors—U.S.A.

Year	Carburetor Identification	Float Lever (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Secondary Vacuum Break (deg./in.)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
'81	17081672	5/32	Fixed	2600	.085	18/096	1 ⊗	19/103	Fixed	—	32/195	.012
	17081673	5/32	Fixed	2600	.085	33.4/207	1 ⊗	21/117	Fixed	—	32/195	.012
	17081740	1/4	Fixed	2400	.085	17/090	1 ⊗	25/142	Fixed	35/220	35/220	.012
	17081742	1/4	Fixed	2400	.085	17/090	1 ⊗	25/142	Fixed	35/220	35/220	.012
'82	17081600	5/16	Fixed	⓪	⓪	24/136	1 ⊗	20/110	Fixed	27/157	35/220	⓪
	17081601	5/16	Fixed	⓪	⓪	24/1.36	1 ⊗	20/110	Fixed	27/157	35/220	⓪
	17081607	5/16	Fixed	⓪	⓪	24/136	1 ⊗	20/110	Fixed	27/157	35/220	⓪
	17081700	5/16	Fixed	⓪	⓪	24/136	1 ⊗	20/110	Fixed	27/157	35/220	⓪
	17081701	5/16	Fixed	⓪	⓪	24/136	1 ⊗	20/110	Fixed	27/157	35/220	⓪
	17082196	5/16	Fixed	⓪	.085	18/096	1 ⊗	21/117	Fixed	19/103	27/157	⓪
	17082316	1/4	Fixed	2600	.085	17/090	1 ⊗	30/179	Fixed	34/211	45/304	⓪
	17082317	1/4	Fixed	2600	.085	17/090	1 ⊗	30/179	Fixed	35/220	45/304	⓪
	17082320	1/4	Fixed	2800	.085	25/142	1 ⊗	30/179	Fixed	35/220	45/304	⓪
	17082321	1/4	Fixed	2600	.085	25/142	1 ⊗	30/179	Fixed	35/220	45/304	⓪
	17082390	13/32	Fixed	2500	.085	17/090	1 ⊗	26/149	Fixed	34/211	35/220	.011-.040
	17082391	13/32	Fixed	2600	.085	25/142	1 ⊗	29/171	Fixed	35/220	35/220	.011-.040
	17082490	13/32	Fixed	2500	.085	17/090	1 ⊗	26/149	Fixed	34/211	35/220	.011-.040
	17082491	13/32	Fixed	2600	.085	25/142	1 ⊗	29/171	Fixed	35/220	35/220	.011-.040
	17082640	1/4	Fixed	2600	.085	17/090	1 ⊗	30/179	Fixed	34/211	45/304	⓪
	17082641	1/4	Fixed	2400	.085	17/090	1 ⊗	30/179	Fixed	35/220	45/304	⓪
	17082642	1/4	Fixed	2800	.085	25/142	1 ⊗	30/179	Fixed	35/220	45/304	⓪
'83	17083356	13/32	Fixed	⓪	.085	22/123	1 ⊗	25/142	Fixed	35/220	30/179	.025
	17083357	13/32	Fixed	⓪	.085	22/123	1 ⊗	25/142	Fixed	35/220	30/179	.025
	17083358	13/32	Fixed	⓪	.085	22/123	1 ⊗	25/142	Fixed	35/220	30/179	.025
	17083359	13/32	Fixed	⓪	.085	22/123	1 ⊗	25/142	Fixed	35/220	30/179	.025
	17083368	13/32	Fixed	⓪	.085	22/123	1 ⊗	25/142	Fixed	35/220	30/179	.025
	17083369	13/32	Fixed	⓪	.085	22/123	1 ⊗	25/142	Fixed	35/220	30/179	.025
	17083370	13/32	Fixed	⓪	.085	22/123	1 ⊗	25/142	Fixed	35/220	30/179	.025
	17083391	13/32	Fixed	⓪	.085	28/164	1 ⊗	30/179	Fixed	35/220	38/243	.025
	17083392	13/32	Fixed	⓪	.085	28/164	1 ⊗	30/179	Fixed	35/220	38/243	.025
	17083393	13/32	Fixed	⓪	.085	28/164	1 ⊗	30/179	Fixed	35/220	38/243	.025
	17083394	13/32	Fixed	⓪	.085	28/164	1 ⊗	30/179	Fixed	35/220	38/243	.025
	17083395	13/32	Fixed	⓪	.085	28/164	1 ⊗	30/179	Fixed	35/220	38/243	.025
	17083396	13/32	Fixed	⓪	.085	28/164	1 ⊗	30/179	Fixed	35/220	38/243	.025
	17083397	13/32	Fixed	⓪	.085	28/164	1 ⊗	30/179	Fixed	35/220	38/243	.025
	17083450	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083451	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083452	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083453	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083454	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083455	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083456	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083630	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083631	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083632	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083633	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083634	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083635	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
	17083636	1/4	Fixed	⓪	.085	28/164	1 ⊗	27/157	Fixed	35/220	45/304	.025
'84	17072683	9/32	Fixed	⓪	.085	28/164	1 ⊗	25/142	Fixed	35/220	45/304	.025
	17074812	9/32	Fixed	⓪	.085	28/164	1 ⊗	25/142	Fixed	35/220	45/304	.025
	17084356	9/32	Fixed	⓪	.085	22/123	1 ⊗	25/142	Fixed	30/179	30/179	.025
	17084357	9/32	Fixed	⓪	.085	22/123	1 ⊗	25/142	Fixed	30/179	30/179	.025
	17084358	9/32	Fixed	⓪	.085	22/123	1 ⊗	25/142	Fixed	30/179	30/179	.025



2SE, E2SE CARBURETOR SPECIFICATIONS

General Motors—U.S.A.

Year	Carburetor Identification	Float Lever (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Secondary Vacuum Break (deg./in.)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
'84	17084359	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	.025
	17084368	1/8	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	.025
	17084370	1/8	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	.025
	17084430	11/32	Fixed	①	.085	15/077	1 ②	26/149	Fixed	30/179	30/179	.025
	17084431	11/32	Fixed	①	.085	15/077	1 ②	26/149	Fixed	38/243	42/277	.025
	17084434	11/32	Fixed	①	.085	15/077	1 ②	26/149	Fixed	38/243	42/277	.025
	17084435	11/32	Fixed	①	.085	15/077	1 ②	26/149	Fixed	38/243	42/277	.025
	17084452	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	38/243	42/377	.025
	17084453	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084455	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084456	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084458	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084532	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084534	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084535	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084537	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084538	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084540	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084542	1/8	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084632	9/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084633	9/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084635	9/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084636	9/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
'85	17084534	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084535	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084540	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084542	4/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17085356	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085357	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085358	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085359	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085368	4/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085369	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085370	4/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085371	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085452	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17085453	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17085458	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
'86	17084534	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084535	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084540	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084542	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—

- ① See underhood decal
- ② Measurement in degrees
- ③ Not available



CARBURETORS

2SE, E2SE CARBURETOR SPECIFICATIONS

General Motors—Canada

Year	Carburetor Identification	Float Lever (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Secondary Vacuum Break (deg./in.)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
'81	17059660	1/4	17/32	①	.085	24/136	1	30/179	Fixed	32/195	30/179	②
	17059662	1/4	17/32	①	.085	24/136	1	30/179	Fixed	37/195	30/179	②
	17059651	1/4	17/32	①	.085	24/136	1	30/179	Fixed	32/195	30/179	②
	17059666	1/4	17/32	①	.085	24/136	1	26/149	Fixed	32/195	30/179	②
	17059667	1/4	17/32	①	.085	24/136	1	26/149	Fixed	32/195	30/179	②
	17059622	5/32	17/32	①	.085	18/096	1	17/090	Fixed	—	36/227	②
	17059623	5/32	17/32	①	.085	18/096	1	19/103	Fixed	—	36/227	②
'82	17059624	5/32	17/32	①	.085	18/096	1	17/090	Fixed	—	36/227	②
	17082440	1/4	19/32	①	.085	24/136	1	30/179	Fixed	32/195	45/304	②
	17082441	1/4	19/32	①	.085	24/136	1	30/179	Fixed	32/195	45/304	②
	17082443	1/4	19/32	①	.085	24/136	1	30/179	Fixed	32/195	45/304	②
	17082460	1/4	19/32	①	.085	18/096	1	21/117	Fixed	—	36/227	②
	17082461	1/4	19/32	①	.085	18/096	1	21/117	Fixed	—	36/227	②
	17082462	1/4	19/32	①	.085	18/096	1	21/117	Fixed	—	36/227	②
	17082464	1/8	19/32	①	.085	18/096	1	21/117	Fixed	—	36/227	②
	17082465	1/8	19/32	①	.085	18/096	1	21/117	Fixed	—	36/227	②
	17082466	1/8	19/32	①	.085	18/096	1	21/117	Fixed	—	36/227	②
	17082620	7/16	19/32	①	.085	24/136	1	30/179	Fixed	32/195	45/304	②
	17082621	7/16	19/32	①	.085	24/136	1	30/179	Fixed	32/195	45/304	②
	17082622	7/16	19/32	①	.085	24/136	1	30/179	Fixed	32/195	45/304	②
	17082623	7/16	19/32	①	.085	24/136	1	30/179	Fixed	32/195	45/304	②
'83	17083311	5/16	Fixed	①	.085	24/136	1	18/096	Fixed	20/110	35/220	.025
	17083314	5/16	Fixed	①	.085	24/136	1	16/083	Fixed	20/110	35/220	.025
	17083401	5/16	Fixed	①	.085	24/136	1	18/096	Fixed	20/110	35/220	.025
	17083440	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083441	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083442	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083443	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083444	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083445	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083460	1/4	19/32	①	.085	18/096	1	19/103	Fixed	—	36/227	.025
	17083461	1/4	19/32	①	.085	18/096	1	18/096	Fixed	—	36/227	.025
	17083462	1/4	19/32	①	.085	18/096	1	19/103	Fixed	—	36/227	.025
	17083464	1/8	19/32	①	.085	18/096	1	19/103	Fixed	—	36/227	.025
	17083465	1/8	19/32	①	.085	18/096	1	20/110	Fixed	—	36/227	.025
	17083466	1/8	19/32	①	.085	18/096	1	19/103	Fixed	—	36/227	.025
	17083620	7/16	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083621	7/16	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083622	7/16	19/32	①	.085	24/136	1	28/164	Fixed	34/195	40/260	.025
	17083623	7/16	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
'84	17084312	5/16	Fixed	①	.085	24/136	1	18/096	Fixed	20/110	35/220	.025
	17084314	5/16	Fixed	①	.085	29/171	1	16/083	Fixed	20/110	30/179	.025
	17084480	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084481	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084482	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084483	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084484	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084485	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084486	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084487	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084620	7/16	Fixed	①	.085	24/136	1	26/149	Fixed	32/195	45/304	.025
	17084621	7/16	Fixed	①	.085	24/136	1	26/149	Fixed	32/195	45/304	.025
	17084622	7/16	Fixed	①	.085	24/136	1	26/149	Fixed	32/195	45/304	.025
	17084623	7/16	Fixed	①	.085	24/136	1	26/149	Fixed	32/195	45/304	.025

all carburetors

all carburetors

all carburetors

all carburetors



2SE, E2SE CARBURETOR SPECIFICATIONS General Motors—Canada

Year	Carburetor Identification	Float Lever (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Secondary Vacuum Break (deg./in.)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
'85	17084312	5/16	Fixed	①	.085	—	1	18/096	Fixed	20/110	35/220	—
	17084314	5/16	Fixed	①	.085	—	1	16/083	Fixed	20/110	30/179	—
	17085484	12/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085485	12/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085482	12/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085483	12/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085484	12/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085485	12/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085486	12/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085487	12/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
'86	17086484	12/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
	17086485	12/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
	17086486	4/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—
	17086487	4/32	Fixed	①	.085	—	1	28/164	Fixed	32/195	45/304	—

① See underhood decal

② Not available

Models 2MC, M2MC, M2ME and E2ME

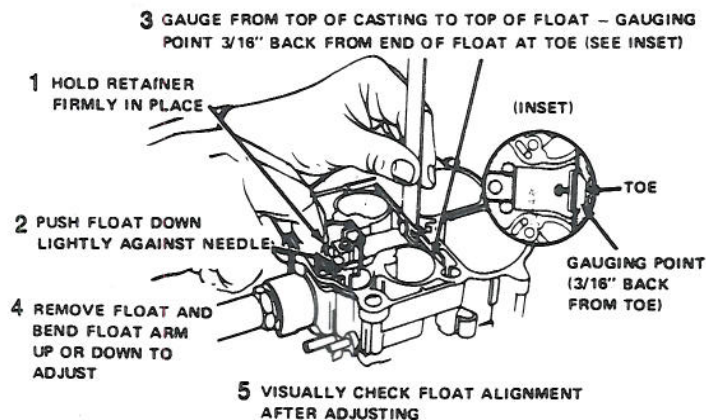
The Rochester model 2MC carburetor is a two-barrel single stage carburetor which incorporates the design features of the primary side of the Rochester Quadrajet four-barrel carburetor. It is used on small displacement V8s. The M2MC version with front and rear vacuum brake diaphragms, was introduced on the 301 V8.

The Dualjet E2ME Model 210 is a variation of the M2ME, modified for use with the Electronic Fuel Control System (also called the Computer Controlled Catalytic Converter, or C-4, System). An electrically operated mixture control solenoid is mounted in the float bowl. Mixture is thus controlled by the Electronic Control Module, in response to signals from the oxygen sensor mounted in the exhaust system upstream of the catalytic converter.

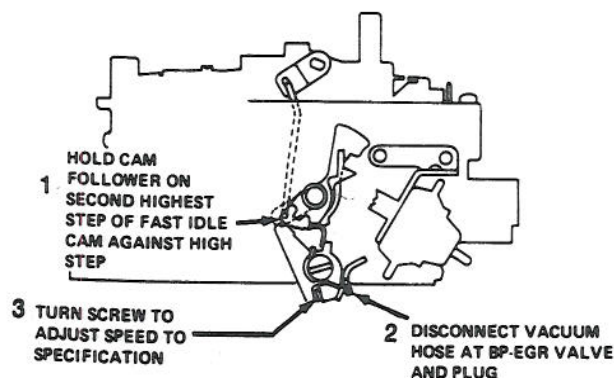
For further information on feedback carburetors, please refer to *Chilton's Guide To Fuel Injection And Feedback Carburetors*.

FLOAT LEVEL ADJUSTMENT

See the illustration for float level adjustment for all carburetors. The E2ME procedure is the same except for adjustment (step 4 in the figure). For the E2ME only, if the float level is too high, hold the retainer firmly in place and push down on the center of the float to adjust.



2MC, M2MC, M2ME, E2ME float level adjustment—typical



M2MC and E2ME fast idle speed adjustment—typical